

The Sydney Morning Herald.

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TUESDAY, JUNE 4 1850.

No 4071 { CASH TERMS FOR ADVERTISEMENTS For one inch and under, 1s.; and 1s. for every additional inch for each insertion

STREAM TO THE HUNTER.
THE HUNTER on Monday and Thursday, at 10 p.m.
The ROSE on Wednesday and Saturday, at 10 p.m.
JAMES PATTERSON, Secretary.
H.R.S.N. Co. Wharf. 9814

STREAM TO MORETON BAY.
THE HUNTER on Monday and Thursday, at 10 p.m.
The ROSE on Wednesday and Saturday, at 10 p.m.
JAMES PATTERSON, Secretary.
H.R.S.N. Co. Wharf. 9809

FOR PORT MACQUARIE.
THE HUNTER on Monday and Thursday, at 10 p.m.
The ROSE on Wednesday and Saturday, at 10 p.m.
JAMES PATTERSON, Secretary.
H.R.S.N. Co. Wharf. 9823

FOR MELBOURNE.
THE HUNTER on Monday and Thursday, at 10 p.m.
The ROSE on Wednesday and Saturday, at 10 p.m.
JAMES PATTERSON, Secretary.
H.R.S.N. Co. Wharf. 9823

ONLY PACKET FOR ADELPHI.
THE HUNTER on Monday and Thursday, at 10 p.m.
The ROSE on Wednesday and Saturday, at 10 p.m.
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H.R.S.N. Co. Wharf. 9823

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STEVENS' ART UNION.
TO BE DRAWN POSITIVELY ON THE 15TH INSTANT.
W. AND F. FORD beg leave to inform the Subscribers to Stevens' Art Union, that the drawing of the Prizes will take place at the ROYAL HOTEL on Tuesday, the 15th instant, at Five o'clock in the Evening.

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PRIVATE BOARDING ESTABLISHMENT.
MRS. WILLIAMSON, 361, Pitt-street North, can accommodate two or three ladies and gentlemen. Terms moderate. 9809

TO MEET THE WISHES OF THOSE INDIVIDUALS WHO OBJECT TO BURN CHARCOAL IN THEIR HOUSES.
A. GRAVELLY has been induced to bring out another improved cooking apparatus, which on account of its peculiar adaptation and large sale for the Gold Country, he has called

GRAVELLY'S CALIFORNIA STOVE.
This article has a hot plate and oven, warranted to set perfectly, and will burn any description of fuel, it requires no setting and will answer equally well in or out of doors. Settlers and storekeepers are invited to make their purchases of Ironmongery, &c., and TINKERS manufactured on the premises by experienced workmen.

CHEAP HATS.
BEST quality French and beaver Hats, of all shapes and qualities, from 5s. upwards. Felt Hats, of the best description, with broad Drab beaver Hats, of every shape Ladies' riding Hats, very fine and light.

CLOAKS, MANTLES, AND VISITES.
JUST LANDED, from the

ON SALE.
Also, a number of the Royal Palmetto, a material never before imported.

ON SALE.
Slop Clothing—Moleskin, Cotton, and Twill Shirts, Hoisery, Counters and Rugs, Blankets, Table Linen, Irish Linen, Huckaback and Dapp, Table Covers, Window Holland, Rough and Dressed Hollis, Ribbons, Stays, Bras and Belts, Silk Handkerchiefs and Ties, Needles, Boys' Youths', and Gents' Blue Cloth and Fancy Caps.

ON SALE.
Broad Cloth, Trouserings and Waistcoatings, Homan and Co.'s Boots and Shoes, French Calf and Spanish Cordovan Skins, 2 Bushels Black, Wool, and Furry, Turpentine, Duck and Cheese Cloth, Silk, a large assortment, Sewing Thread.

ON SALE.
FIDDIS' CORDIALS AND LIQUORS.

ON SALE.
THE MANUFACTURING OF THESE ARTICLES commenced twenty years ago, by the late Dr. Fiddis, and carried on by him for years with great success, is now continued by his brother, Mr. G. R. Fiddis, from the original receipts obtained from England, the superiority of which is well known to the trade.

ON SALE.
The following list contains some of the foregoing articles:—Lemon Syrup, Cordial, Peppermint, Rose Water, Elder Wine, and White Cherry Brandy, Brandy Bitters, and Glace.

ON SALE.
The above are made of the best material, and contain nothing hurtful to the most delicate constitution. The greatest pains have been taken to render them worthy the patronage of the public, and to maintain the long established character of these cordials; and in bringing them under notice, the advertiser would mention that with the Patent Bottling and Corking Machine, a large quantity can be got ready at a very short notice.

ON SALE.
W. NIMMO AND CO., 7, Jamieson-street, Sole Agents.

ON SALE.
ALLSOPP'S ALE, 1849 BREWING.

ON SALE.
A PARCEL of the above, just landed ex the Dubrook, and for sale at the stores of the undersigned.

ON SALE.
TO BAKERS, PASTRY COOKS, &c.

ON SALE.
A FEW TONS of very superior fine FLOUR, from Goulburn, for sale at the stores of the undersigned.

ON SALE.
20 TONS FINE FLOUR, for sale by private contract, 20 tons fine Flour. Apply to JOHN RICKARDS, Auctioneer, George-street.

SETTLERS AND STOREKEEPERS.
TEST WARRIOR CAN BE HAD IN TRYING. ALLEN'S CROWN SOAP. Ask for it at your Grocer's, or where you purchase your supplies, and take none other till you try it. You will know it by its hardness and superior appearance, and will find it the best Soap, hitherto made in the colony. You have to pay the same carriage on load as on good soap. Why not have the best that is made? Every bar has the maker's name on it, and is sold by the trade generally, or at W. B. ALLEN'S, Soap and Candle Manufactory, Sussex-street, Sydney. 9809

HONEY AND BRESWAX.
A SMALL lot of the above of a superior quality for sale. Apply to Mr. GARRAN, at the Circular Quay Office. June 3. 9807

TO LIME BURNERS AND OTHERS.
ON SALE, by the undersigned, about 15 tons of New Zealand Lime, just landed, ex Sarah, on Wharf, where it may be viewed. This limestone makes very strong lime, which possesses the property of setting under water. It can be strongly recommended for their size and general appearance.

FOR SALE.
about 400 prime healthy young Orange Trees, worked on four year old stocks, and fit for planting; comprising the thorny and common Mandarin, Navel, Maltese, or Blood, and common Orange, in lots to suit purchasers. They can be strongly recommended for their size and general appearance.

FOR SALE.
Also, some very superior oranges, in quantities of from 100 to 500 dozen.

FOR SALE.
Apply to Mr. RICHARD HILL, Bent-street, Sydney. 9828

SNUGBOROUGH PARK, V. ANNANDALE GATE.
THE undersigned has for sale, sixteen thousand down of Oranges and Lisbon Lemons, in quantities to suit purchasers, at the following prices:—3d., 4d., and 5d. per dozen. The thousand down can be delivered in Sydney in 48 hours.

FOR SALE.
800 MAIDEN EWES.

FOR SALE.
THE above are fine-woolled, sound, and never diseased, and a very superior lot of Sheep.

FOR SALE.
They are now on their way from Queensland, and will be in Sydney by the 16th instant. Apply to MORT AND BROWN. 9843

FOR SALE.
CARRIAGE FOR SALE.

FOR SALE.
A HANDSOME PHANTON, built by "Fuller," of Margaret-street, Cavendish-square, London, and cost originally £170; has been little used, and is drawn by one or two horses; also, a very handsome double set of silver mounted harness.

FOR SALE.
To be seen at Mr. Rawlings', Coach-builder, Castlereagh-street. Apply to W. NIMMO AND CO., 7, Jamieson-street. 9817

FOR SALE.
TO BE SOLD BY PRIVATE CONTRACT.

FOR SALE.
A MIXED herd of Cattle, 500 to 600 head, deliverable near Gundagai, on the direct road to Port Phillip. Apply (if by letter post-paid) to D. A. Sydney Morning Herald Office, George-street, Sydney. 9818

FOR SALE.
TALLOW.

FOR SALE.
MESSRS. J. R. AND A. F. WILSHIRE are buyers of Tallow in any description of package, and in any quantity, for Candles.

FOR SALE.
Leather Manufactory, George-street, Sydney. 817

VICTORIA STRAM MILL.
WANTED, for the above, two good Millers. Apply on the premises. THOMAS PATRICK. 9820

WANTED.
A competent MOULDER. Apply at the Office of the undersigned, Sussex-street. JOHN STRUTH. 9832

FARM WANTED.
One with improvements upon it, containing cottage, &c., and of moderate extent and good agricultural land. The Goulburn neighbourhood would be preferred. Apply, with lowest price, and all particulars, to MORT AND BROWN. 9840

HORSE FOUND.
On the Homebush Course, on the evening of Friday last, the owner, upon giving a description of the same, can have it, by paying all expenses. Apply at MALCOLM'S, Adelphi Stables, York-street. 9831

TEN SHILLINGS REWARD.
On Saturday, 1st June, between George-street, Lady Darling's Point, and the Glenmore Road, an Amethyst Brooch, lightly set in gold. Whoever will deliver the same at the Sydney Herald Office will receive the above reward.

TO LET.
No. 7, Thurlow's-terrace, Surry Hills. Rent, moderate. Apply at 208, Pitt-street, Sydney. 9866

TO LET.
A compact stone-built Cottage, of five apartments, with large garden and a good well of water, situated in the main-street. It has hitherto been used as a shop, and is completely fitted up with fixtures.—Rent, £20 a year.

TO LET.
Any business will do well in Balmain. If conducted properly. Apply to Mr. BLAKE, at Mount Shamrock. 9711

TO BE LET.
a house in Pitt-street South, containing six rooms and kitchen in rear; water laid on; with back entrance. Apply to W. WALLIS, Builder. 9811

COTTAGE TO LET.
TO LET, a Cottage at the Glebe, containing of four rooms, kitchen, servant's room, stable, coach-house, well of water, and every convenience, at present occupied by Captain Fox. Possession can be had on the 10th of June next. Apply to Dr. BENNETT, 115, Elizabeth-street South. 9757

TO LET.
Victoria Cottage, containing eight apartments, adapted for a large family; an ample supply of water, large flower garden, and a plot of land in the rear, surrounded with a high endowment. Apply to J. LAKES, adjoining the Glebe. 9218

LUMLEY ESTATE, IN ARGYLE.
TO LET, the Estate of Lumley, with house and out-buildings, containing 3800 Acres of Land. Parties intending this property can also have 4000 acres adjoining. Possession can be given on 1st July next. Apply to Mr. STYLES, at Bungonia; or CAMPBELL AND CO., Campbell's Wharf. 9833

SALES BY AUCTION.
SUNLIPS STORES.

100 TONS WATER CASKS.
OF THE SHIP "THE TETIS"

DAMAGED HATS.
FOR THE BENEFIT OF WHOM IT MAY CONCERN.

MR. GEORGE A. LLOYD
Has been favoured with instructions to sell by auction, at CAMPBELL'S WHARF, Lower George-street, THIS DAY, TUESDAY, JUNE 4, At half-past ten o'clock, p.m., of the ship TETIS, containing of—

MR. GEORGE A. LLOYD
Will sell by auction, at the City Mart, on MONDAY, JUNE 4, At 11 o'clock, B & L in disburse outside, (1. CASE, CONTAINING—

MR. GEORGE A. LLOYD
Has received instructions from the owner to submit to public competition, at his Rooms, City Mart, 475, George-street, ON WEDNESDAY, JUNE 5, At 11 o'clock, precisely, two rooms, in the immediate vicinity of the New Military Barracks; each of these Houses would bring in a rental of from 3s. to 4s. per week, and as they will be sold to the owner, present an excellent opportunity for a person of small means to become the possessor of a property that will pay a handsome return.

UNRESERVED SALE OF 17 PACKAGES SOFT GOODS.
NOW LANDING EX KATHERINE STUART FORBES.

MR. GEORGE A. LLOYD
Has received instructions from the Importer to submit to unreserved sale by auction, ON WEDNESDAY, JUNE 5, At 11 o'clock, precisely,

MR. GEORGE A. LLOYD
Will sell by auction, at the City Mart, ON FRIDAY, JUNE 7, At 11 o'clock, precisely,

4 CASES CHUTNEY
4 Cases Curry powder
4 Cases Cayenne pepper
1 Case 8 lb whips
Cheese, Indian, and hockets.

800 ROLL PAPER HANGINGS.
24 DRUMS SPIRITS TAR.

MR. GEORGE A. LLOYD
Will sell by auction, at the City Mart, ON FRIDAY, JUNE 7, At eleven o'clock, precisely,

1 Case—100 Rolls paper hangings
1 Case—100 Ditto ditto
50 Ditto ditto 2
50 Ditto ditto 3
100 Ditto ditto 4
25 Ditto ditto 5
25 Ditto ditto 6

800 Pieces.
24 Iron drums, each 6 gallons, spirits of tar.

MR. R. PAWCETT
begs to call the attention of Drapers, Storekeepers, and others, to his extensive sale of 94 PACKAGES OF DRAPERY AND SLOPS.

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coal, or also those who fill and empty the bucket, or box so raised.

Another act was passed in 1846 (5 & 9 Vict., c. 101), the chief object of which was to extend the operation of the former Acts to about seven years more; so that almost all the powers given to the Corporation in 1831, and extended seven years further in 1838, are now extended from 1845 to 1862. One change effected has been a consequence of the opening of the railway, which provides that all coals brought within twenty miles of Newcastle by any conveyance, shall pay the Corporation dues. Out of these dues, however, one penny per ton of coal transferred by the Corporation to the Commissioners for the improvement of the docks and by them applied as a fund for opening new streets and making similar improvements in the metropolis. Provision is made for compensation to the owners of wharves and other offices whose duties have been superseded, since the old mode of managing the coal trade.

The coal-whippers' statute, as we may term it, is the only paper Act for three years; it expired in 1847, and another act was passed in that year (9 and 10 Vict., c. 36), extending the main provisions of the statute to 1861. A few alterations were made, but they are slight in character, and a tendency is to lessen in a slight degree the stringency of the law, to prevent a master of a coal ship from unloading where and how he pleases. All the bye-laws made by the Commissioners of coal-whippers under the sanction of the House of Trade.

Such being the chief enactments for the purpose, we may now proceed to elucidate them by a few details.

One-half of all the coal-fields of Great Britain has been roughly estimated at 9000 square miles. The produce is supposed to be about 32,000,000 tons annually, of which 10,000,000 are consumed in the iron works, 5,500,000 in the railways, and 16,500,000 are exported to foreign countries, and 11,000,000 distributed inland for miscellaneous purposes. The exact declared values of the quantities exported in three recent years were—

1846	£ 971,174
1847	968,502
1848	1,096,356

The ports of Newcastle and London take off all the coals exported. France takes about two-thirds of all the coals exported from Great Britain. Of the eight and a half million tons shipped annually from one port to another, nearly six millions are shipped from Newcastle alone. The number of colliers belonging to Newcastle and the Tyne is about 130; the fixed capital invested in the shipping employed amounts to more than ten millions sterling; and the value of sale is from six to seven million tons annually. The increase in the home vend, at the Tyne, between the years 1850 and 1845, was 212 per cent.; and the foreign demand, at the same time, in the aggregate, or total vend, 270 per cent.

The coals sent to London in four consecutive years amounted to the following large quantities :—

1843	2,063,114
1844	2,563,158
1845	2,563,158
1846	2,976,827

Of these quantities about eleven-twelfths are supplied by the three rivers, Tyne, Wear, and Tees. The Tyne alone supplies about two-fifths the whole. The quantity brought to London by rail and water is about one-third fraction of the whole. The quantity brought by ships alone in 1848 was 3,418,340 tons, besides a small quantity by inland conveyances. The quantity of coals imported into London from Northumberland and Durham collieries, which is brought to London, is probably about one-third ; and as there are about 36,000 persons employed in connexion with those colliers, it follows that the population of the district of 12,000 persons are employed in the North in digging and shipping coals for London. Of all the coals brought to London, it is computed that one-eighth part is required by the gas companies.

The Northumberland and Durham coal owners have certain arrangements among themselves, concerning the quantity and price of the coals to be sold to the public. The Legislature has had much difficulty in breaking down or lessening the monopoly thus occasioned. After the coals have left the pits, the carriers have to draw away the coals in their heavy loads to a dozen miles in length, to the banks of the Tyne (supposing this to be the river at which the coal is shipped). Here they have to employ hostmen, who are paid for the coals used to be designated hostmen, are coal brokers or factors residing at Newcastle; they manage all the transactions between the coal owners on the one hand, and the shipowners or other parochial agents on the other. The coal-brokers who bring the coals down the Tyne in short strong barges, and hoist them into the holds of the coal ships which are moored near the quays, are called stagers. The vessels erected at the banks of the river, in connection with the colliery railways, coals are now more frequently precipitated at once into the vessels, without aid of keelmen; and the ship so loaded is ready to start on its voyage.

Numerous indeed are the terms which raise step by step the price of coals to London consumers. In the year 1830, the port charges at Newcastle alone for coal shipped to London, comprised no fewer than 11 different items, such as Mooring Shilling, Scarborough Pier dues, Bridlington Pier dues, Whitby Pier dues, Trinity Lights, Low Harbour Lights, Private Lightages, &c. &c. These charges, however, have since been reduced in after years, principally by means of the abolition of the "Richmond Shilling." Then, arrived in the Thames, commenced the London dues, assessed at different rates according to the form of the vessel, the measure duos, London Bridge dues, coal market dues, Coal Masters' Compensation dues, water baillage dues, groundage dues, permit fees, and others. These dues have since been commuted from time to time in the manner pointed out in the abstracts of the statutes given in a former page. But the numerous Newcastle dues were smaller in amount than those of London, and the latter have since been put to rest time. The "Richmond Shilling," was originally a grant made by the Hostmen's Company of Newcastle to Queen Elizabeth (in recompense for privileges conceded by her), of one shilling per chaldron of coal sold to the people of the Tyne. Charles the Second gave over this grant to his children by Louisa Querouallien (afterwards Duchess of Portsmouth); whence arose the custom of the present day, of paying the early part of the present century, this duty realised a very large amount; inasmuch that the government committed it for a perpetual annuity to the Duke of Richmond, who paid to the Richmond family, in the year 1800, of which annuity the government expended more than half a million sterling. Although it is impossible to give a correct average, where the largest average is £13,000 per annum, it is probable perhaps approach the truth in saying, that in the price paid for a cargo of good coals at the Coal Exchange of London (say at the present market price of 18s. per ton), about 1s. is the value when the coal is first landed on the shore of the ship in the Tyne; 8s. for the transit from the Tyne to the Thames; and 2s. for various Thames dues.

The dues connected with our account. The ships employed to bring coals to London amount to a large number. Three hundred years ago, the use of coal had only just commenced in the north-west of England having previously been confined to two or three ships sailing from the first of January till the end of March. By the year 1615, the number had increased to 200; by 1700, to 600. In 1800 there were 4856 cargoes; in 1820, 5884; in 1840, 11,198. In 1848, the number of ships was 2695 ships, which brought 11,987 cargoes, containing 3,403,320 tons; and in 1848 there were 2717 ships, which brought 12,467 cargoes, containing 3,418,340 tons. It will thus appear the number of ships actually and regularly employed in bringing coals to London at 2700, with eight men to a ship (which is about the average), this gives about 22,000 persons employed in the business of the city books, and the payment of the duties, and the management of the regulations of arrangement whereby the coal is brought to the consumer.

Arrived in the Thames, the laden coal ship passes through numerous official ordeals. There is first the regulation of the city books, and the payment of the duties, and the management of the regulations of arrangement whereby the coal is brought to the consumer.

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men could receive the whole of their earnings, without the necessity of such constant resort to a public-house; his attempt was a benevolent one, but it was wholly opposed by the publicans, who, being supplied by a very great degree by the coal owners and shippers, and the Act having passed, in 1843, an Act which has placed the coal-whippers in a more systematic position. The whole is a remarkable instance of what may be done by the legislature when the legislature will sometimes interest itself in them.

When the coal-whippers have discharged the cargo from the steam barges, the coal owner, ship owner, Corporation, the coal whippers—all have done their part. The merchant is then the only party concerned. His barges, wharfs, large way of business, his own engines, his own machinery, his own weighing machines, screens, and everything required for transferring the coals to the cellar of the public-bay, or to the merchant, he provides. There are nearly 1000 persons in business on the coals—from the merchant whose establishment is of great magnitude, to the small shopkeeper who takes a penny-worth of coals or of groceries. The London market in the daily papers, is the price up to the time when the coals are whipped from the ships to the merchants' barges. It includes the 1st, the freight of the coals at the pit mouth; 2nd, the expense of transport to the pit to the ship; 3rd, the freight of the ship; London; 4th, the Thames dues; and 5th, the whippers' wages. The difference between the market price and the price paid by consumers is made up of the expense incurred by the coal merchant for barges, wharfs, waggons, horses, wages, &c., together with his profit and risk.

It is the duty of the captain, to complete the chain of operations. The employer of the ship must get back to Newcastle; and as there are not cargoes enough from London to freight the ships, he is obliged to ballast to make these ships heavy enough to return. The ballast is chiefly gravel or sand, dredged up from the bed of the Thames in and near Woolwich Reach. The Trinity House takes upon itself this duty. The captain, when he requires to sail, applies to the Ballast Office, and the required weight of ballast is sent to the ship in lighters belonging to the Trinity House; it costs the ship owner so much per ton for it. About eighty tons are required to ballast a ship of 1000 tons; and the quantity thus supplied by the Trinity House is, we believe, about 10,000 tons per week. Some of the ships are ballasted with gravel, and some with sand; all ballast is taken from higher up the river than where it must be supplied by the Trinity House. When the ship reaches the Tyne, the ballast is of no use to the ship owner; it must not be emptied into the river; it has therefore to be sold, to the banks of the river, where huge mounds are now collected, two or three hundred feet high. It is a curious example of the mode in which the parties have found it often originates, that a railway from near South Shields to the point on the sea-shore, a mile or two distant, on purpose to deposit there the ballast which the ship owners have no use for, has been made. On the banks of the river; the ship owners pay a small price per ton for the removal of the ballast from their vessels. It is something more than a nuisance to designate this transfer of the bed of the Thames to the banks of the Tyne; it has a per centage of truth in it.

Thus we find, that about 13,000 persons are engaged in mining and shipping coals for the consumption of the North of England; and about 2000 from the North to the Thames; 3000 in "whipping" the coals from the ships to the merchant's barges; and 1000 in selling the coals to the consumers. In all, many are engaged as coal bargemen upon the wharfs, and as coal waggons in the streets, we have no data for determining.

THE SOVEREIGNS OF EUROPE.—The *Geneva Gazette* of Leipzig shows that the number of European sovereigns, including the Emperor of Brazil, who belongs to a European dynasty, is 26; of the semi-sovereign Prince of Monaco, at present the only one, there are 2; belong to Germany, and three are women. The eldest of these crowned heads is the King of the Netherlands, who is 78½ years of age. Of the others, seven are above 60 years of age, five between 50 and 60, eight between 40 and 50, and five between 30 and 40. Three have not yet attained their 20th year. Of the 26 sovereigns, 13 are of the House of Spain, and the Prince of Asturias (who is only 13). The sovereign who has reigned longest is the Prince of Schaumburg-Lippe, who has been seated on his throne since 1792, and is now 82 years of age. Of the 26 it is, for the most part, a very old family. Of the 35 wives or husbands of polygamy, the Sultan of Morocco is the eldest, being 60 years of age; the 35th sovereign, the eldest is the Duchess of Saxony-Weimar, aged 64; and the youngest, the Queen of Bavaria, aged 28. Of the married sovereigns, 19 are married to a wife, and 16 have 26 have male heirs presumptive; of the latter 16 are married.

BRIAN BORLAKE'S HARP.—It is well known that Brian Borlache was killed at the battle of Clontarf, and that he left his harp on Donagh's ship; but Donagh having murdered his brother Feige, and being deposed by his nephew, retired to Rome, and the harp remained in the hands of the nephew, the regalia of his father. These regalia were kept in the Vatican till Pope Clement sent the harp to Henry VIII., but he kept the crown, which was of the reign of Richard I. Henry gave the harp to the first Earl of Clancarty, who kept it till he remained until the beginning of the eighteenth century, when it came, by a lady of the De Burgh family, into that of M'Mahon, of the name of the harp, who kept it till his death it passed in the possession of counsel M'Mahara, of Limerick. In 1782 it was presented to the Right Honorable William Conyngham, who deposited it in Trinity College, Dublin, where it is now preserved in a case two inches high, and of good workmanship. The sounding board is of oak, the arms of red velvet; the extremity of the uppermost arm is of silver, and the lower arm is of gold, and shelled. It contains a large crystal set in silver, and under it was another stone now lost.—*Papery Free Press.*

THE EAST INDIA COMPANY.—The King of the two Sicilies, v. the Peninsular and Oriental Steam-packet Company and others. This motion was resumed yesterday. The application for an injunction was first made *ex parte*, and was granted by the Vice-Chancellor. The company from parting with a steam-ship called the Bombay. The bill alleged that a set of persons, claiming to be the government of the company, got possession of the company's treasury, and were named as follows:—Messrs. Grandall, to England, for the purpose of purchasing steam ships, and then, in discharge of the company's obligations, those gentlemen, before July 1844, had received from the company, the Oriental Steam-packet Company for the purchase of two steam-ships, called the Vectis and the Bombay. The vessels, before the purchase, were called the Vectis and the Bombay, were registered in the name of the Vectis and the Bombay, and subsequently the Vectis was delivered up to the purchasers. The case is not yet fully opened; we, therefore, defer our report until the case is fully opened. The case is a demurrer to the same bill by other parties. Mr. Stuart and Mr. Chandless appear for the motion; Mr. Bethell and Mr. Goldsmid for the bill; and Mr. and Mr. Cairns for the demurrer defendants.

In the Bank of England no fewer than sixty folio volumes or ledgers are daily filled with writing in keeping the accounts of the produce of the Bank. The Bank has a large number of manufactured elsewhere, eight men, three steam-presses, and two hand-presses, are continually kept going within the bank. In the copposite room to the bank, there are two large presses, and the bank notes are hewn off daily; and so accurate is the number indicated by machinery, that it is possible to print, without detection, the bank notes.

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SOCIETY FOR THE PROMOTION OF COLONIZATION.

The Committee of the Society for the Promotion of Colonization has published the following report:

The main object of the Society, as is generally known, has been from the beginning to advance colonization to distinguished from emigration, and to regulate the elements of colonial society by promoting from Great Britain the settlement of all classes in these British colonies whose apt and sturdy are most congenial to the health and pursuits of Europeans.

In the year 1847, from various causes, the desire to emigrate to British colonies was great, but the encouragement could be given in British, compared with foreign territories, was small, and the tide of emigration consequently flowed in less proportion.

In 1847, of 254,770 persons who emigrated, 142,154 proceeded direct to the United States, and it is computed that 37,000 went by the S. Lawrence, making in all about 180,000, or in one year a number equal to the whole population of Australia.

An increasing current of wealth and enterprise thus flowed to foreigners, absorbing capital and population, while scarcely more than a few hundred persons during several years found their way to the British possessions in the Southern Hemisphere.

Those countries suffering from want of labour, represented that in England the sum of seven millions sterling was expended annually on unproductive employment, merely to sustain life, whilst in one of them alone (New South Wales) 64 million lbs. of meat was annually wasted for want of mouths to eat it. That these countries were in want of labour, and that they were in want of labour, was a fact which could not be denied.

The one tenth in England, and one-third in Ireland, of the entire population, received parochial relief, whilst destitution was unknown in Australia and New Zealand.

To obviate these deficiencies, the association was called into existence, and was the first to demonstrate a remedy, by diffusing information and propounding that system of self-supporting emigration which has since been adopted by her Majesty's Government.

It was instituted in order to communicate to landlords the gratifying intelligence that they could, at cheap cost, apply relief to their estates, and provide for the employment of the labouring classes, by the means of the emigration which has since been adopted by her Majesty's Government.

The emigration to Australia, conducted by the Colonial Land and Emigration Commissioners, had hitherto been entirely free to the individual, the cost of conveyance being paid by the colony from colonial funds.

The principle of this society involved no imposition of a fresh charge, but a different application of existing payments, and the design was, by economizing, to extend the benefit of colonial funds to a larger number.

The expense of the largest emigration, namely, that to America, fell not on the country, but on the emigrant; the smallest, that to Australia, fell, without exception, not on the emigrant, but on the colony; and the colony having to pay the whole amount for each person, could impart the benefit to few.

The sum of £400,000, remitted in 1848, by Irish emigrants to assist their friends who were desirous of following them to the United States persuaded the committee that if the same system be encouraged in Australia, similar results will follow.

The committee hope much has already been effected by the society, they cannot but feel that more remains to be done; and they desire to impress upon the public the fact, that matter, not considered within the official cognizance of Government, and alike beyond the reach of private enterprise, can be best effected by combined action and continued exertion.

Amongst the towns visited by deputations from the society during the winter 1848 and 1849, may be mentioned Brighton, Southampton, Swindon, Lancaster, Birmingham, Stafford, Bath, Blandford, &c.; and lectures on the subject of emigration and the colonies have been delivered at various places by individual members of the committee. Valuable information was thus diffused throughout the country, and a spirit favourable to the good government of the colonies, and confidence in the conduct of emigration, was excited, which has been productive of great satisfactory results.

Branch committees of the society have also been formed in different parts of England.

The revenue by which emigration to Australia and the Cape of Good Hope is supported, is derived from the rent and sale of Crown lands within these colonies. Before the establishment of the committee, the whole expense was borne from this revenue; but under the new regulation, which prescribes mutual payments, the colonial funds are economized, and consequently rendered applicable to a larger number.

In alluding to this subject, it is satisfactory to perceive, from a late report of the Emigration Commissioners, that as a consequence of the adoption of the suggestions of this society by the Government, about 3000 emigrants to the colonies had contributed in part payment of their passages upwards of £10,000.

The following scale of payments towards passage to the Australian colonies and the Cape of Good Hope, has been adopted by the Commissioners of Emigration, and is now in force:

Australia.	1st class.	2nd class.	3rd class.	4th class.
1. Agricultural labourers, shepherds, and female domestic and farm servants.	3	11	5	
2. Country mechanics, such as blacksmiths, bricklayers, millwrights, wheelwrights, gardeners, and domestic or farm servants.	5	9	12	15
3. Other persons of the labouring class, as determined by the committee on each voyage.	7	10	13	15

4. All children under fourteen years of age will pay £1 each, and if the family contains at the time of emigration, more than two children under ten years of age, for each such child £5 additional must be paid.

5. Young men under eighteen, not accompanying their parents, are admissible only on payment of the sum in the 3rd class of the scale.

The emigrants must consist principally of married couples, not above 40 years of age. The candidate must be acceptable as a young married couple, without children.

The separation of parents from children under 16 will in no case be allowed.

Single women under 18 are not eligible, unless they are emigrating with their parents, or under the immediate care of some near married relative.

Out of the above payments, the beddings and necessaries required on the voyage will be provided by the commission.

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men, who will, of course, be still more miserable. The supposition implied must be, that the class of women whose fortunes are desperate is altogether inexhaustible, and therefore that it would be as feasible to attempt to lower the level of the German Ocean, as to make any impression upon that flood of wretchedness which has been poured forth upon the shores of South Africa. Upon this view, the task of the philanthropist is hopeless. The moral of the story is, that the wretchedness of the poor is not a matter of degree, but of kind. It is the type of his profligate and interminable labour. Schemes for improving the condition of men, at least in England, are no better than the pastime of well-meaning fools. The stern, inexorable mechanism of society will move on in its eternal revolution, grinding and crushing every wretch who misuses the slippery footing on which so many stand near the sweep of the great wheel.

We know not upon what grounds it is supposed that the keen misery of the metropolis extends to the whole of Great Britain. We believe, on the contrary, that the almost unbroken chain of wretchedness, which is ready collected at this common centre. The attractive power, which is supposed that the new scheme of emigration will confer upon London, is really nothing more than what it possesses at present. The unparalled wealth of this vast community draws into its neighbourhood all those circumstances and position which open to the influence of the magnet. A gold mine which everybody might work on Primrose Hill, or a discovery of pearls, to be had for picking up out of the mud of the Thames, would, no doubt, add to the adventurous part of the population, but it would not draw the accompaniment of relative or friend, a gratuitous passage to Australia, seems to us, we must confess, and in the present state of commerce and manufactures, a somewhat chimerical apprehension. If, however, there should be, as there may, a certain, and even a considerable, number of persons who proceed to the colonies during the last year in preference to ships at their own cost, and entirely independent of any assistance from the Government. Many of this class, immediately on their arrival, become the employers of labour. It is in this fact that the community attributes the novel feature in the history of Australian emigration, that although in the last eighteen months, nearly 30,000 labourers emigrated to the colonies, the rate of reduction has extended to the high rate of wages previously existing, whilst the demand continues unabated.

The committee annex a statement compiled from the latest report of the average rate of wages and prices in the North American and Australian colonies, the Cape of Good Hope and New Zealand; and with regard to the latter colony they regret that, although they have been able to ascertain that no emigration has been hitherto principally conducted through the enterprising efforts of the New Zealand Company, without any aid from the Home Government, or the colony itself, no public fund being yet available for such purposes. (The substance of the statement above referred to is as follows:—In the North American colonies, including East Canada, West Canada, Nova Scotia, New Brunswick, and Prince Edward Island, the cost of steerage in private ships ranges from £5 to £10, for the four first-named places, and from £6 to £10, for the last named. The average cost of labourers in the four first-named places is, per day, £2 to 2s. 6d., with board and lodging; and for the last, £17, with ditto. The price of provisions in all five of the colonies is, per bushel, £1 to 1s. 6d.; meat, 2d. to 4d. per lb.; tea, 2s. to 3s. per lb.; sugar, 10s. to 15s. per lb.; flour, 10s. to 15s. per lb.; and in Nova Scotia (the lowest rate) up to 1s. and 15s. in the first-named places, and 1s. and 15s. in the last-named place. In the North American colonies, including Cape of Good Hope, New Zealand, West Canada, West Wales, South Australia, West Australia, Van Diemen's Land, and New Zealand, the cost of steerage in private ships follows the same scale, and the average wages of labourers varying from £15 to £20, with board and lodging, to £20 to £40 ditto. Price of meat varying from 2d. to 6d. per lb.; flour, 10s. to 15s. per lb.; tea, 2s. to 3s. per lb.; sugar, 10s. to 15s. per lb.; and in Nova Scotia (the lowest rate) up to 1s. and 15s. in the first-named places, and 1s. and 15s. in the last-named place. 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